

Remarks:

Applicants thank the Examiner for carefully considering the subject application.

The Examiner has objected to claims 31, 32, and 34-48. Applicant has amended the claims to correct several typographical errors regarding the claim numbering that inadvertently occurred. Further, Applicant has amended claim 40 to use the phrase "adapted for" rather than "capable of" as requested by the Examiner.

The Examiner has also rejected claims 30 and 33 as having insufficient antecedent basis for the term "the reductant injector." This term was inadvertently used in these claims, and the proper term, "reductant delivery device," has been inserted.

Claims 30 and 32.

Regarding claim 31, the Examiner indicated that it would be allowable if rewritten in independent form. Applicants have amended claim 30 to include the limitations of claim 31, and therefore respectfully submit that claim 30 should be allowed. Since claim 32 depends from claim 30, it should also be allowed. Claim 32 has been cancelled.

Claims 33-52.

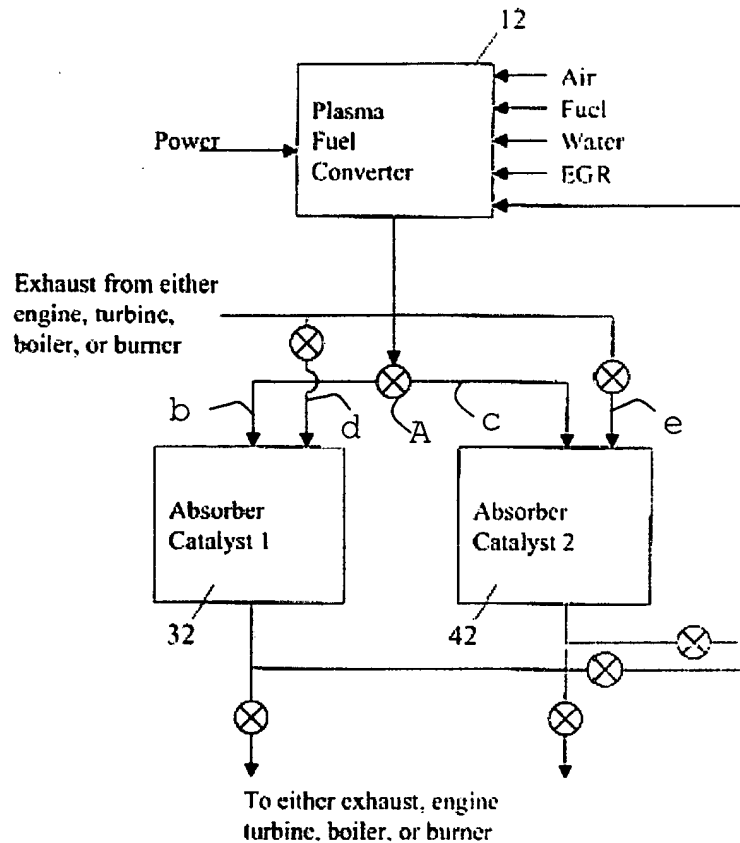
Regarding claim 33, the Examiner has applied Bromberg et al. (U.S. 6,560,958). Applicants have amended claim 33 and respectfully submit that Bromberg et al. fails to show or suggest all claim limitations.

As one example, the cited disclosure of Bromberg et al., (Figure 4), is illustrated below with additional reference signs added in RED for ease of discussion. The Examiner states at page 4 that:

Re claims 33 and 40, as illustrated in Figure 4, Bromberg et al. disclose a method for controlling an emission system, the system having an engine and an exhaust through which exhaust gasses flow, the exhaust having at least a first (32) and second (42) catalyst arranged in parallel adapted for reducing NOx emissions with incoming reductants, and the exhaust also having at least one reductant delivery device (a reductant is provided to the exhaust gas by a single valve as clearly depicted in Figure 4), the reductant delivery device located downstream of engine, the method comprising:

Applicants assume that the "single valve" is the valve labeled "A" in Figure 4 below and that block 12 is allegedly a reductant delivery device. If Applicants have misconstrued the Examiner's position, Applicants respectfully request the Examiner to so indicate.

Continuing with Figure 4, assuming the Examiner's interpretation is correct, the various paths for reductant from valve "A" are: path "b" to catalyst 1 and path "c" to catalyst 2. However, these paths are different from the paths taken by exhaust from an engine, which are: path "d" to catalyst 1 and path "e" to catalyst 2. Thus, according to this interpretation, reductant flows along paths "b" or "c" while exhaust flows along paths "d" or "e."



As one example difference, claim 33 requires that, when requested based on a first operating condition, exhaust gasses flow to the first catalyst at least partially along a first path; and when requested based on a second operating condition, reductant from the reductant delivery device is provided into the exhaust system at least partially along the first path that reaches the first catalyst. Therefore, as illustrated above, this is clearly not shown or suggested in Figure 4, or anywhere else in Bromberg et al. Claim 33 should therefore be allowed. This also applies to claim 40.

Regarding claim 48, it has been rewritten in independent form including all of the limitations of the base claim,



including using the term "adapted for" and correcting a typographical error, and therefore should be allowed.

Since all the remaining claims depend from either claim 33, 40, or 48, they should also be allowed.

Based on the foregoing comments, the above-identified application is believed to be in condition for allowance, and such allowance is courteously solicited. If any further amendment is necessary to advance prosecution and place this case in allowable condition, the Examiner is courteously requested to contact the undersigned by fax or telephone at the number listed below.

Please charge any cost incurred in the filing of this Amendment, along with any other costs, to Deposit Account No. 06-1510. If there are insufficient funds in this account, please charge the fees to Deposit Account No. 06-1505. A duplicate copy of this sheet is enclosed.

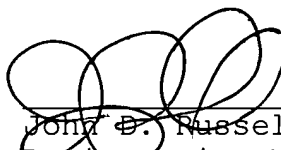
CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Mail Stop AMENDMENT, Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450, on July 21, 2004.


Lauren Barberena

Respectfully submitted,

KOLISCH HARTWELL, P.C.



John D. Russell
Registration No. 47,048
Customer No. 36865
520 S.W. Yamhill St, Suite 200
Portland, Oregon 97204
Telephone: (503) 224-6655
Facsimile: (503) 295-6679
Attorney for Applicant